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1985
Montana. Dept. of Highways. Program Development Division
Rural primary system level of development plan

RURAL PRIMARY SYSTEM LEVEL OF DEVELOPMENT PLAN

JULY 1985

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Department of Highways

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The following documents were recommended by the Director of Highways and then approved by the Montana Highway Commission on June 28, 1985.

A. LEVEL OF DEVELOPMENT PLAN - MONTANA PRIMARY SYSTEM 1985

B. PRIMARY HIGHWAY SYSTEM - MONTANA LEVEL OF DEVELOPMENT PLAN, GUIDELINES FOR PURCHASE OF ACCESS RIGHTS.

C. LEVEL OF DEVELOPMENT PLAN MAP

LEVEL OF DEVELOPMENT PLAN
MONTANA PRIMARY SYSTEM 1985

LEVELS OF DEVELOPMENT

The level of development plan assigns each rural primary system route to one of three categories of development. These categories are described as full design standards, 3R standards, and, maintain existing level of development. The assigned category determines the degree of improvement which will be considered on that route and the level at which that route will be maintained. The plan explicitly abandons the intent of developing all routes to full design standards, which corresponds with the states overall infrastructure goal to constrain development to the level of essential, rather than desirable needs.

FULL DESIGN STANDARD LEVEL

Routes in this category would be improved to full 2-lane AASHTO standards. Improvement to a 4-lane standard below full AASHTO 4-lane standards would be acceptable in lieu of meeting full AASHTO 2-lane standards.

The logical break point between full design and 3R standards on rural route segments was determined to be 3,000 vehicles per day, using current ADT of the through traffic on the route segment rather than the high ADT on each end. Initially, there would be 252 miles of rural primary mileage in the full design level of development which represents five percent of the total rural primary mileage.

RESURFACING RESTORATION AND REHABILITATION - 3R STANDARDS LEVEL

Routes in this category would be graded and/or paved to less than full AASHTO standards. The degree of improvement would range from pavement preservation to reconstruction at less than AASHTO standards.

Long range planning will be directed toward maintaining and enhancing the safety and structural integrity, and toward maintaining a satisfactory level of traffic movement on existing facilities. 3R techniques are particularly applicable on routes where major construction, reconstruction or relocation would be financially prohibitive or inappropriate due to terrain or restrictive roadside development. Initially, there would be 3,821 miles of rural primary mileage in the 3R level of development representing 72 percent of the total rural primary mileage.

MAINTAIN EXISTING LEVEL OF DEVELOPMENT

Routes in this category would have only minimal work, beyond maintenance, done on them. When maintenance costs become excessive pavement preservation work will become necessary. In some cases, the roadbed will be too narrow or the base course too weak for an overlay project; in such cases minor reconstruction to the lowest range of 3R standards will be necessary.

Initially, there would be 1,225 miles of rural primary mileage in this lower level of development representing 23 percent of the total rural primary mileage.

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http://archive.org/details/ruralprimarysys0832mont

The attached map titled "Highway System Level of Development Plan" and dated June 3, 1985 indicates the approved level of development for each section of rural Federal Aid Primary System plant.

PRIMARY HIGHWAY SYSTEM/MONTANA
LEVEL OF DEVELOPMENT PLAN
GUIDELINES FOR PURCHASE OF ACCESS RIGHTS

Where major improvement projects are undertaken on Primary System routes designated (Full standards) or (3R standards), it is the policy of the Montana Department of Highways and of the Highway Commission to secure access rights as a means of protecting the public investment and enhancing the safety of the highway. Where major projects involving the acquisition of rights of way are undertaken on routes designated as set forth above, access rights should be obtained at the time the right of way is purchased in accordance with the guidelines set forth below.

1. MDOH Plans for access limitations should continue to be coordinated and compatible with the land use plans of local planning agencies.

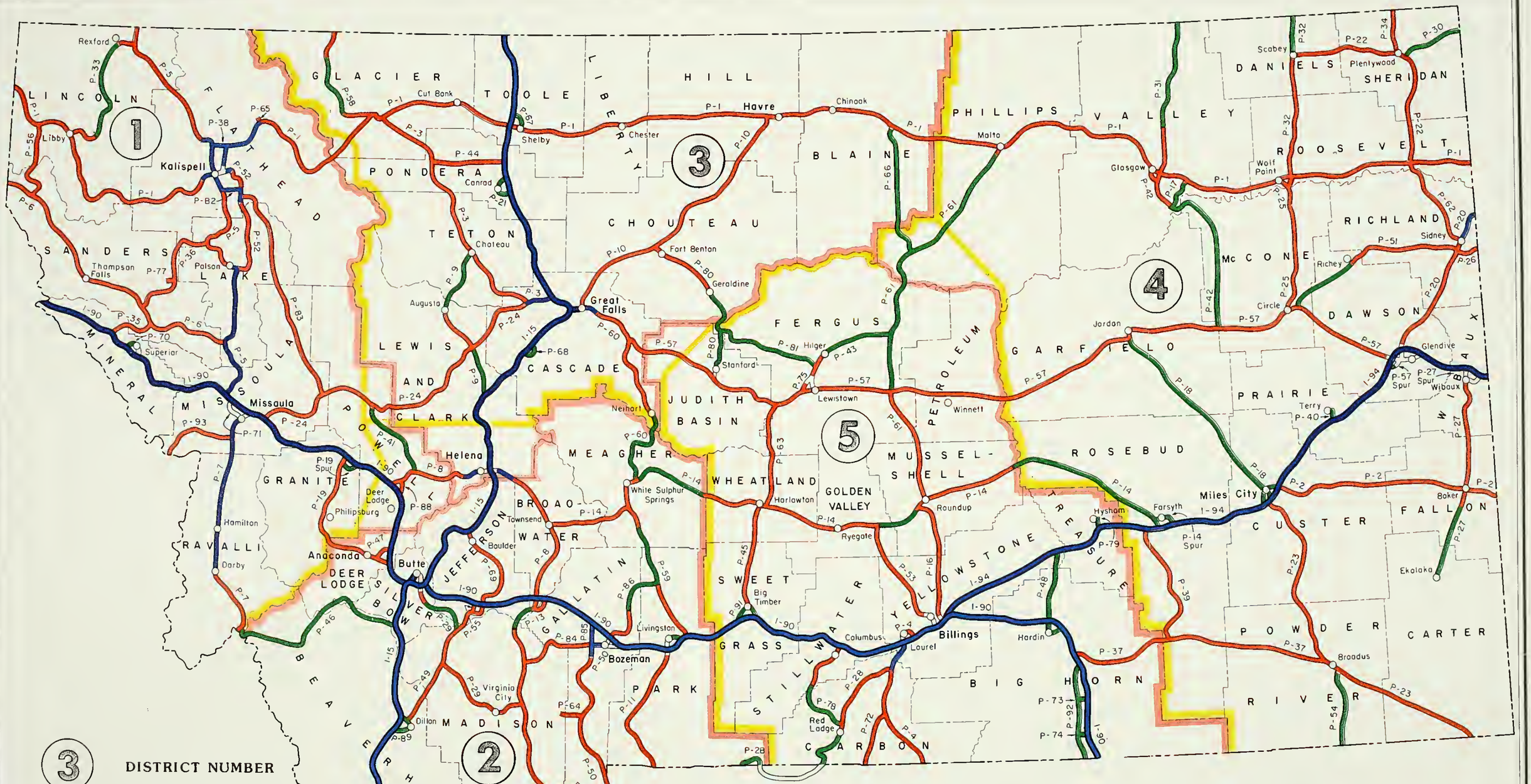
2. Except where a new project is on a new alignment, the present practice of allowing a certain number of at-grade approaches, based on the intensity of abutting land uses, should be continued. Detailed decisions as to the exact portions of a project on which purchase of access rights is feasible should continue to be decided on each separate project.

3. The details as to the number and location of specific at-grade approaches to be allowed should continue to be decided on each separate project.

4. In general, access rights should not be purchased within cities or at other locations where the existing pattern of ownership and density of use results in a density of approaches having an average spacing of 200 feet or less measured on one side of the road.

The above statement is intended to establish general policy. It is recognized that there are situations where access rights should be secured on other types of projects or on individual parcels. These situations should be recommended and approved on an individual or parcel basis.

The above guidelines will not prevent individual projects to purchase access control rights in connection with other kinds of projects from being considered on an individual project basis.



3 DISTRICT NUMBER

DISTRICT BOUNDARIES:

FINANCIAL DISTRICT

ADMINISTRATIVE DISTRICT

JUNE 3, 1985

HIGHWAY SYSTEM LEVEL OF DEVELOPMENT PLAN

3,000 or Greater ADT - Full Design or Consideration of 4-Lane

Greater Than 450 ADT But Less Than 3,000 ADT - 3R Standards

Less Than 450 ADT - Maintain Existing Level of Development

Level of Development not shown on routes inside city or urban limits

Based on 1983 traffic data

The following narrative briefly explains the background, concept, and relationship to other activities, as provided in the level of development plan.

RURAL PRIMARY SYSTEM
LEVEL OF DEVELOPMENT PLAN

BACKGROUND

The department is in the difficult position of trying to maintain and improve deteriorated highway systems while available funds are dramatically inadequate. The dilemma lies in the fact that so many routes need improvement but the improvements are so expensive that relatively few can be afforded.

The cost of improvements has been addressed by the trend to 3R (Resurfacing, Restoration, and Rehabilitation) and TSM (Transportation System Management improvements) projects. This trend has created its own set of problems. It is often difficult to reconcile the desire to institute a low-cost project with the desire to "fix it right the first time". Thus, low-cost projects often grow into high-cost projects. The L.O.D.P. offers a sound, well-defined, and acceptable means of determining a reduced amount of proposed work for some projects which would help to eliminate this conflict, allow the designers to proceed with developing their best design within the predetermined limits, and spread the available funds over more needs.

CONCEPT

A method of determining a reduced amount of proposed work and of constraining needs is found in the concept of the "Level of Development Plan". The idea is essentially a refinement of Functional Classification, which is a recognition that routes in the system serve different purposes, perform under different purposes, perform under different demands, and therefore have differing importance. The concept extends this thinking by defining a degree of improvement of a route corresponding to the degree of importance of that route. The plan explicitly abandons the intent of developing all routes to full design standards. This corresponds with the states overall infrastructure plan to constrain development to the level of essential, rather than desirable needs. Only the most significant routes will be considered for improvement to traditional design standards. Other categories of routes will be improved to lesser standards corresponding to their lesser importance. The result is a balanced system which adequately serves the needs of the travelling public.

The plan will help determine the proposed amount of work for each project by comparing the definition and allowable amount of work with the specific deficiencies of the project area. The characteristics of the route on either end of the proposed project may also assist in setting an appropriate amount of work. In many, but not all cases, this process will result in an amount of proposed work less than what would have been considered without the plan. This is one of two ways in which the Level of Development Plan would work to constrain needs.

the second way of constraining needs is that once a route is improved to its development category standard, or if the route already meets the standard, the route will be maintained or rebuilt at that standard. Exceptional circumstances may require an improvement of a higher category than normally allowed on a particular route. Any route of any development category should be considered for 3R type improvements. The L.O.D.P. should not be considered static and will be updated every two years.

The level of development plan would not affect or prevent, overlay, seal and cover, safety, signal, or other limited - scope projects. The L.O.D.P. does establish a basic presumption as to the level of improvement which would occur, if and when reconstruction, major widening or other work is considered. The L.O.D.P. would be followed unless a conscious documented decision to make an exception was approved.

RELATIONSHIP TO OTHER ACTIVITIES

The Highway System Development Plan will be a fundamental planning tool of the Department. Implementation of the plan will affect several other activities. The exact nature of the effects on each activity should be specified.

1) Project Initiation

The initial development of projects will be affected in that each route will have a maximum allowable degree of improvement. The choice of scope of work for a project will be somewhat constrained. The final phase of the L.O.D.P. (Route Segment Planning) will define specific allowable activities for each category of development. While each of the three categories of development does allow reconstruction, the intent of the plan is to encourage improvement appropriate to the definition of the category.

2) Priority Programming

The current process of priority programming will not be directly changed. The Highway System Development Plan offers an excellent opportunity to establish a procedure by which each project's scope of work is well defined and agreed upon before the project is submitted for programming. This would substantially benefit the priority programming process and the project design process.

3) Project Design

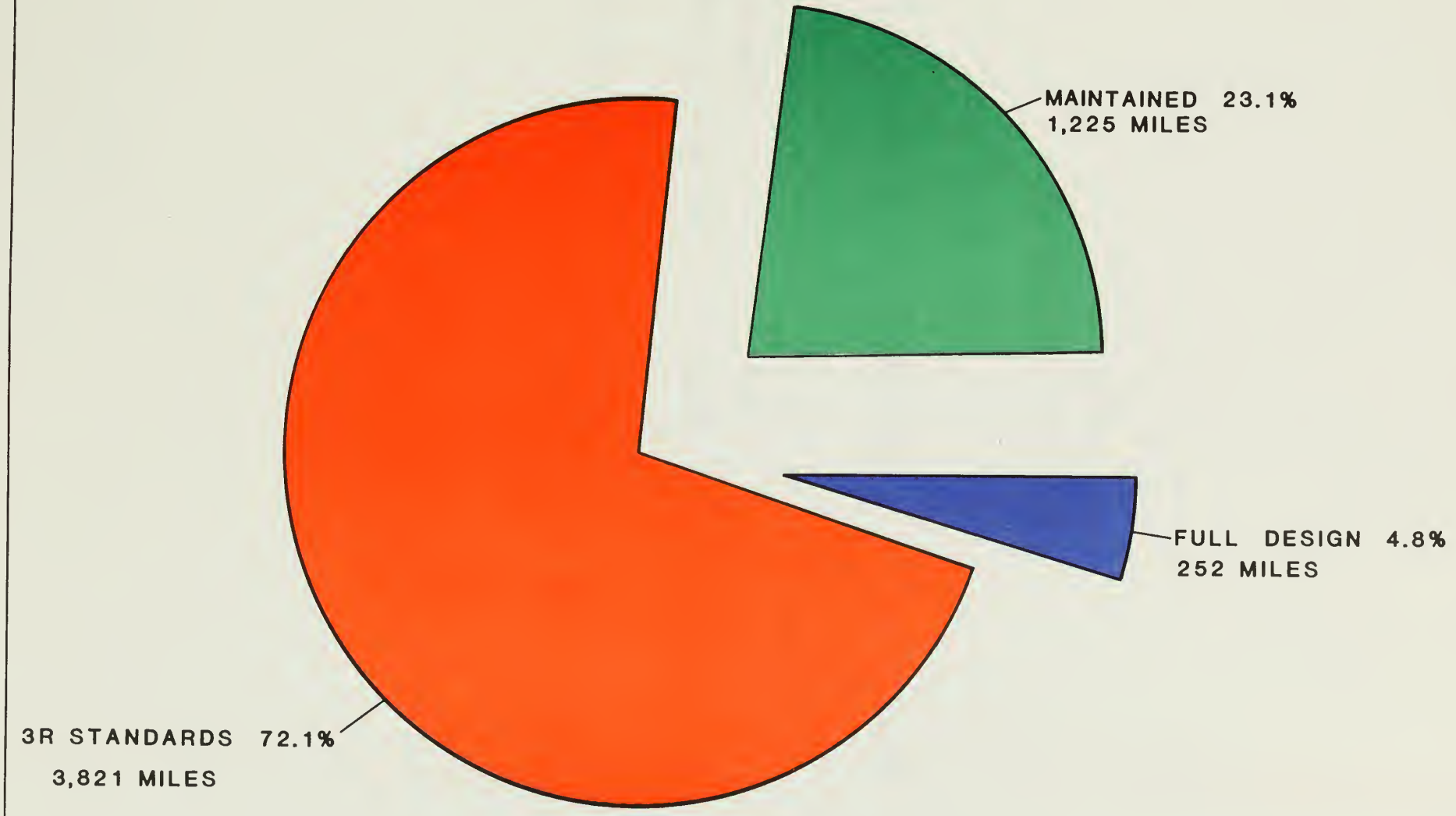
The implementation of the Highway System Development Plan will significantly assist the design process by removing much of the contention over the proper scope of a project. The route segment planning portion, which will be the final phase of the L.O.D.P., will establish a plan for each route. It will specify a pavement width for each route segment, thus providing continuity from one project to the next.

4) Planning

The Highway System Development Plan will be a major aspect of all the statewide transportation planning activities.

Level of Development Plan

Total Miles Classified = 5,298



TOTAL MILEAGE

FOR EACH LEVEL OF DEVELOPMENT

LEVEL OF DEVELOPMENT	TOTAL MILES	PERCENT OF TOTAL
FULL DESIGN	252	4.8%
3R STANDARDS	3,821	72.1%
MAINTAIN EXISTING LEVEL	1,225	23.1%
TOTAL MILES CLASSIFIED	5,298	100%